

## UNITED STATES CLOTHING SUPPLY REACHES FRANCE

Paris, Nov. 26.—Clothing for babies made by American women in all parts of the United States filled an entire car in a large trainload of Red Cross relief supplies, which recently left Paris for Poland. Other important items which made up the fifty-car relief special were refugee clothes and hospital supplies, foodstuffs, medicines, hospital supplies and farm machinery.

Aid to orphans and children's homes is an ever-increasing activity of the Americans in Poland. At many points along the old Russo-German front, east of the River Bug, where the country was swept bare of everything, they have furnished equipment, food and clothing to help the Poles establish orphan's homes, to care for the lost children who are constantly drifting across the border with refugee returns from Russia.

Existing orphanages which have been found sadly in need of food and clothing to care for their charges have received condensed milk and other food supplies, and children's garments and dress material. In some districts the Americans have hired carpenters, paying them with flour, to make little beds, benches and tables for children's homes that had been stripped by the war.

In other places local sewing circles have been started, making over badly worn garments that have been collected in the United States, into children's clothing. Odds and ends of material found in bales of refugee clothing have been similarly used for the children. The burlap which formed the bales themselves is made over into bed sacks for the children's beds.

## ENGLISH HAVE TROUBLE WITH AMERICAN BOOKS

London, Nov. 26.—The defect of incomprehensibility is the main flaw found in American novels by "M. A. B." (Mabel A. B.), a monthly periodical, in pointing out reasons for "the comparatively small importation" into England of the American literary efforts.

After quoting extensively from a tobacco advertisement culled from the pages of a noted American monthly magazine, in which references are made to "jamming a joyous Jimmy pipe chock full and blazing away" which, it is promised, will "put the quiz into your think-tank as to how much pipe or cigarette rolling fun you've gone shy on," the English magazine says:

"Effective as the above doubtless is for the purpose of trans-Atlantic advertising, it is possible that vernacular largely corresponding to this, distributed over some hundreds of pages in works of American fiction accounts for the comparatively small importation of American novels."

## C. H. STEINWAY ESTATE MAY EXCEED \$500,000

New York, Nov. 26.—The estate of Charles H. Steinway, piano manufacturer, who died Oct. 30, instead of amounting to several millions, as was thought possible, will scarcely exceed \$500,000, it was learned yesterday when his will was filed for probate. According to the petition accompanying the will, the estate consists entirely of personal property.

In his will Mr. Steinway left practically his entire estate to be divided among his widow, Mrs. Marie A. Steinway, his daughter, Mrs. Marie L. M. Bachelder, and his son, Charles F. M. Steinway. The son is not to have the management of the income from his share, but it is to be paid to him by the executor at the rate of \$100 a week during his life.

"This provision is made for my son," reads the will, "because of the opinion that he is lacking in business ability and is not competent to take charge of and prudently use, manage and dispose of money and property."

## SOME SALARY CONTRACTS.

It has been publicly announced that salaries of New Haven Road officials are as follows:

Howard Elliot, director present and chairman of the New Haven Road, \$37,381.68 a year.

Benjamin Campbell, senior vice president and director of the New Haven, \$23,443.32.

For example the president of the Pennsylvania Railroad Co. is paid \$75,460 a year.

President Rogers of the trolley company gets \$18,000 a year.

Five trustees who meet once a month to consider trolley road affairs are each paid \$6,000 a year and expenses and Judge Noyes, who is chairman of this board of trustees is paid \$7,500 a year and expenses.

Compare these salaries with salaries paid men who hold the highest and most important offices in the service of the people of this state.

Governor of Connecticut, \$5,000.

Justices of the Supreme and Superior Courts, \$7,500.

Members Public Utilities Commission, \$5,000.

Insurance Commissioner, \$3,500.

Bank Commissioner, \$5,000.

Tax Commissioner, \$3,000.

Dairy and Food Commissioner, \$3,000.

Superintendent State Board of Health, \$4,000.

Mayor of New Haven, \$3,500.

Mr. Storrs gets \$60.00 a day and expenses.

Mayor Mitchell gets about \$11.75 a day and not a cent for expenses.

The governor of the state gets about \$11.75 a day and not enough work to keep him busy day and night.

The popular theory of solving the Armenian question, is to wait until the Turks murder all the Armenians, and then there won't be any question.

## BARDO EXPLAINS WHY RAILROAD FAILED TO ACT

### "New Haven" Official in Lengthy Statement Tells of Situation.

To the Members of the Manufacturers' Association of Connecticut, Inc.

There submitted herewith statement made to your association by Mr. C. L. Bardo, General Manager of the New York, New Haven and Hartford Railroad, on the subject of freight service.

This statement by Mr. Bardo grew out of a meeting of representatives of this Association with him in New Haven a few weeks ago for consideration of the Association's request that the New Haven Railroad restore the practice of keeping records of transfers of L. C. L. freight, and has to do with the reasons advanced by the railroad management for not taking the action requested.

While the Association is still of the same mind with reference to the matter of record-keeping, it also recognizes the importance of the matters set forth by Mr. Bardo. It seemed desirable, therefore, that inasmuch as every member of the Association is vitally interested in the matter of adequate and efficient transportation service, Mr. Bardo's statement of the policies and endeavors of the railroad management should be made available to each member. Without commenting further at this time on the matters presented by Mr. Bardo, his communication is submitted herewith, as follows:

"It is indeed a pleasure to know that your Association stands ready and willing to co-operate with the carriers in the matter of expediting shipments and eliminating unnecessary work."

"As you well know labor conditions have for the past several weeks steadily grown worse, yet this fact has not deterred the management from making every effort to improve the service."

"Checking System."

"As long ago as the latter part of May plans were under way for improved loading and a vigorous campaign was started which has been closely and continuously followed. It was found that the former system of allowing delivery checks to be handed direct to the drayman or consignees often time delayed delivery due to the check becoming lost or misplaced and that such confusion there was a probability of the package being lost sight of, provided it was not legibly marked. Now, however, the plan of retaining delivery checks, handing to the drayman or consignees the arrival notice, for the purpose of identification at the cashier's desk, has unquestionably contributed to more prompt deliveries and avoiding confusion arising from loss of delivery checks."

"Asents at all freight stations are instructed to take a monthly inventory of all freight on hand. At the larger stations such inventory is taken every seven days. This brings to light package freight that might remain on hand due to neglect on the part of draymen or consignees. Such inventories are made the subject of a special form of notice to the consignee and such notices are closely followed up until the deliveries are made or disposition furnished by the shipper or consignee."

"Overseer kept in the Boston Freight Claim office show that the new classification requirement, which compels shippers to mark each separate item plainly with the name of one consignee and one destination, has resulted in a decrease in the number of unclaimed packages of substantially 80 per cent."

"Early in June 1919 the vert-check system of loading was instituted. This means that each truck load of freight for a given destination is loaded into the car and that the check covering each load is held in the car until verified by an employee acting in a supervising capacity. Since the adoption of this system the errors of loading have been steadily decreased. As an additional safeguard the way-bills when turned back by the checker are rechecked by an employee, known as the rack clerk, who compares the block number with the car number appearing on the diagram. The bills are again verified before being placed in the pouch."

"The Station Service Department has specialized on more correct loading for the past ninety days and the figures compiled by that Department show that there has been an appreciable decrease in the number of errors made. Such errors as occur are, however, brought to the attention of the operating officials in charge of the division and followed through the local freight office to the employee who actually failed to do what was required. A record of errors of the various employees is maintained at the local office. This for the purpose of weeding out the incompetent."

"To insure the collection of proper charges way-bills at delivery points are now being carefully revised as to rate, extension, etc. Such action must necessarily bring to the lowest possible minimum overcharges or undercharges which have previously been the source of annoyance to the public. Insofar as possible, particularly at the larger stations complete file of tariffs is maintained, that will enable the delivering agent to review the rates and make proper collection. It is safe to say that there will be a steady decrease in the number of claims presented for overcharges, particularly overcharges in rates. It will, of course, not be possible so long as the human element is involved, entirely eliminate such irregularities, but this particular feature at local stations has been and is being carefully supervised, and a material improvement has been made."

"Prior to the meeting held in New Haven the superintendents instructed all agents to show on station records each notation that appeared on the original way-bill. By doing this the agent at destination has before him a record of intermediate points is concerned. This record obviates the necessity of corresponding with agents at transfer points for the reason that all information that they could furnish is already before the destination agent."

Such data, of course, is available at all times to the public.

"Without going into further detail you may safely assure the members of your Association that the officials of the New Haven Railroad and all their subordinate officers are keenly alive to the importance of rendering prompt and efficient service and that by so doing they may continue to expect the assistance and co-operation of the shipping public."

"With regard to the passing record of shipments at transfers which was the subject of the conference, I can only say that with the present volume of less carload freight moving such internal records as we might keep would be of comparatively little value in tracing shipments, because of the fact that we are constantly obliged to shift cars from one transfer to another in order to avoid congestions and to hurry the handling of freight. To what extent this situation will be relieved with the opening of the new transfer at Cedar Hill is to say the least at this time problematical due to the fact that all of our calculations heretofore made regarding the volume of L. C. L. freight to be handled have been submerged by the large increase and the unusual fluctuations in this traffic. Suffice it to say that the railroad is now spending money in an amount largely in excess of the cost of transfer record-keeping."

"It is a matter of course that shipments of less carload freight received are properly marked and accounted for."

"SECOND.—Insuring that the shipments are loaded in the proper cars and safely stowed, and that the way-bills covering the shipments are properly filled out and that all shipments on arrival at destination can be properly identified and promptly disposed of."

"Value of Tracing."

"Tracing of individual shipments is and always has been to a very large extent, hindered by the large economic waste, as in all of my experience there are few instances in which this transaction alone resulted in real benefit."

"Proper attention to handling, loading and stowing of freight and due regard for the handling of rearranged L. C. L. cars and schedules is in my opinion of vastly more benefit to the shipping public as a whole than mere evidence that a certain shipment was transferred from one car to another at a particular point on a certain date, losing as we would inevitably lose under the present overburdened situation, further record of that shipment except by a very cumbersome further check of the car movements and handling itself."

"I want to assure you that the subject of proper handling of rearranged L. C. L. freight is receiving our very best efforts and attention and that there will be no relaxation in these efforts, and that in addition we are now pushing the completion of as much of the Cedar Hill L. C. L. transfer as existing funds will permit. We have hopes of continuing on our construction program next year if funds are available for the work."

"I appreciate deeply the very helpful activities of your Association and hope to renew acquaintance with you in the near future. I am sure that your desire to co-operate with the manufacturers in any and every way that may contribute to our mutual benefit."

"Personally, I want to assure you that I am keeping in close touch with conditions at all points and, although there has been, as stated, a decided improvement, I am much in hopes that we can bring our service up to a point where it will be satisfactory to all concerned."

"C. L. BARDON, General Manager."

The views and suggestions of members on these matters are, of course, invited.

## THE MANUFACTURERS' ASSOCIATION OF CONNECTICUT.

### England Constructing Another Great Airship

Barrow-In-Furness, Eng., Nov. 26.—The airship R-30, which is of a larger design than the R-34 which recently visited the United States, is accepted to be completed and handed over to the Admiralty here by Christmas. Airship construction, under orders of the government, has been suspended here, but as the R-30 was 95 per cent finished, it was decided to complete her.

The airship embodies the latest improvements in British design. Her hull is of stream-line shape. She is 533 feet long, 70 feet wide and has an overall height of 35 feet. Her lifting power (total) is 38 tons and four engines, each of 240 horse-power, will give her a maximum speed of 65 miles per hour. A crew of 15 or 16 will be able to navigate the ship.

## SO DRY HE IS DRYING UP.

Danielson, Conn., Nov. 26.—When a man gets so that he is actually drying up, as proved by his loss of 45 pounds since July 1, it is best for him to find some place where he can find relief from the dryness.

So says Louis Gamlin, who has lived here for years, but who is to sail from New York next Saturday on La France, for the land of the same name.

Gamlin, who is about 58, has no relatives and has accumulated enough money to live in comfort, but he can't get this comfort in this land of Prohibition. He cites his loss of flesh as an argument that unless he wants to dry up and blow away, he must get back to his native land, where he can get a drink of something stronger than water when he wants it.

## ARMY SENTENCES CUT DOWN.

Washington, Nov. 26.—Clemency has been recommended in 81 per cent of all court martial cases reviewed by the Judge Advocate General's Department since Feb. 26, it was announced yesterday at the War Department.

Out of 7,207 disciplinary cases reviewed by clemency agencies, recommendations for shortening the sentences were made in 5,837 cases. All cases reviewed involved sentences of dishonorable discharge and confinement in a disciplinary barracks for periods ranging from 1 to 23 years. In 2,075, or 29 per cent of the cases, the entire unexecuted portion of the sentence to confinement was remitted. Before remissions, the average period of confinement as originally adjudged was 6.33 years; after remissions the average was 1.85 years.

The senators are now offering labor explanations to constituents, how it was that when nearly all of them wanted very badly to have the peace really ratified, yet it was finally killed.

## REDDING

(Special to The Times.)

Redding, Nov. 26.—The selection will next week advertise for bids on the contract to improve the Lonsdale-Putnam Park cross highway according to plans and specifications which they have caused to be prepared by Engineer Edward J. Roberts of Bridgeport.

The engineer's estimates, based on the plans, promise a great improvement of the thoroughfare by the use of the \$20,000 appropriated for the job. A comparatively small part of the construction work is to consist of telford, grading, graveling and a drainage system which will carry off the water from the main traffic, but the bulk of the contract can be let within the figures of the appropriation and the work finished before spring, a result depending largely on weather conditions.

A call has been issued for a special meeting of Fire Co. No. 1 to be held at the Ridge on the evening of Dec. 8 the first to occur since the annual meeting in July, 1918. Despite the lethargy indicated by the late interim of inaction the department has meanwhile been kept in a state of practical efficiency through the care given by Chief Marcus Burr to the apparatus and the other details required for a prompt and serviceable response to alarm calls. There should be a full muster of both active and honorary members at the coming meeting as several important questions bearing on the continued existence and usefulness of the organization are to be considered. A minor one is whether there should be an attempt to collect in full the two years dues now owing and another more important the proposition to offer the company's apparatus, valued at more than \$1,000, to the town in connection with the proposed establishment of a town fire department. If No. 2 Co., having headquarters at West Redding, joins in the proposition there would be made available equipment capable of affording a fair degree of protection to all sections of the town with the exception of the Georgetown district and that locality can be depended upon to do its share towards carrying into effect any expansion deemed necessary.

A town department would of course be maintained by many from the public treasury whereas the expense is now met by private contributions, although service is rendered without distinction between those who contribute and those who do not. If the proposed change comes it will probably result in a more active action on the part of a town meeting which would first be necessary, but it does no harm to ascertain now the sentiment of the membership of the two companies in regard to the project.

Somewhat in the nature of a house warming party, the Episcopal church given at the Community house on Tuesday evening of next week. The occasion is one to which all members of the Episcopal parish are invited and a good turnout is looked for. Supper is to be served about 7 o'clock. Rev. Gerald Cunningham, of the "Virginia" Episcopal church, will be the speaker. Yesterday the Parish Aid society did more renovation and furnishing work in the interior and were aided in cleaning up the outside premises by volunteers from the Sanford school. The society is to hold a dinner at the Community house on Dec. 16 for the benefit of the up-keep fund and a course of lectures and entertainments has been arranged for the same object.

A public meeting in the interest of education is to be held at the Mark Vain Library this evening under the direction of the State board of education. The program: Music by the school children; introductory remarks, by Mrs. Pauline Sanford, the general agent of the State board of education; a reading of the report of the same school; music; address by A. D. Simpson, supervising agent.

The Red Cross enrollment recently completed produced an enrollment of 209 names and a total of \$96 collected in the wartime period. While not so good a record as hoped for the additional 310 subscribers secured in the Georgetown district makes a pretty good showing for the town of Redding. The organization, while holding no work meeting at present, is in shape to renew productive activities at any time a call comes from the Fairfield Chapter. Considerable material of food, clothing and supplies remains on hand to be fashioned into hospital supplies whenever the need of it is made known.

The outlines of a farcical musical sketch have been fabricated by Sergeant Nash, master of ceremonies, for use as the chief features of the minstrel show which the east side section is to produce about the middle of January in aid of the town hall fund. The program is also to contain a number of songs, a comedy, a black face minstrelsy and altogether is expected to make the public sit up and take notice.

W. C. Sanford, chairman of the local committee of the Episcopate of this congregation, made an outline report of the work done at the church service last Sunday morning. He said that without exception the committee were received in their classes with a manifestation of interest and an expressed desire to co-operate in the movement which was in the highest degree encouraging. There was a 100 per cent response in filling out the blanks submitted and a majority of those listed also became subscribers to some one of the church papers. The campaign banquet to be given at the Hotel Green on the evening of Dec. 5 will be attended by representatives of the churches of Danbury, Redding, Bethel, Ridgefield, New Town, Brookfield and New Milford. Tickets for the banquet may be had of Rev. Mr. Cunningham.

George S. Banks has taken a contract to furnish and deliver at Stratford several hundred apple timbers to be used in construction work along the Housatonic river.

Mrs. Henry J. Forman, wife of the author, was taken to a sanitarium this week, suffering from nervous troubles.

The Sanford school basketball team played their initial game of the season at the Ridge last Saturday against the Adolphus of Newtown and won by a score of 43 to 2.

After attending to an address by Mrs. Acheson, wife of the Suffragan Bishop, the Parish Aid society unanimously voted on Wednesday of last week to invite the Woman's Auxiliary of the Mission Board of the Episcopal church.

Miss Edna Goodsell, daughter of the late Louis Goodsell, is in so low a condition from consumption that her demise is daily expected.

At the recent meeting of the Fairfield County Farm Bureau in Danbury, A. B. Barnes was chosen director for Redding and the following summer homes in Pleasant Valley are up for the Thanksgiving season.

## METHODIST DRYS WILL NOT WAR ON TOBACCO

### Church Board of Managers Recognizes Difference in Rum and Tobacco Traffic.

Washington, Nov. 26.—Dry forces of the Methodist Episcopal church will not fight the production, sale and use of tobacco, except by minors. A decision to this effect was reached yesterday at the annual meeting of the Board of Managers, which unanimously adopted the following resolution:

"The Board of Temperance, Prohibition and Public Morals of the Methodist Episcopal church, while approving all proper efforts to educate the public to a realization of the harmful effects of the use of tobacco and approving the prohibition of the sale to minors, hereby recognizes the fact that it recognizes the fundamental difference between the traffic in tobacco and that in alcoholic liquor, which has been declared by the courts to be responsible for most of the insanity, pauperism and crime and to no such thing as constitutional rights."

"And the board further places on record the fact that it does not contemplate any attempt to prohibit the production, sale, or use of tobacco, except as above indicated."

This action was taken in view of numerous published reports that the dries are about to launch an anti-tobacco campaign. Already the anti-tobacco people have established forces in this city to fight for the continuance of the privilege of using the weed.

## N. Y. Wholesale Prices

Butter—Creamery, higher than extra, lbs. 73 1-2 to 74c; extras, 73c; tubs, finest, 70 to 71c; good to prime, 65 to 69c.

Eggs—Fresh gathered, extra, doz. \$2.83; extra firsts, 73 to 81c; firsts, 73 to 78c.

Fruits—Apples—Red, per bsk., \$1.25 to \$2.50; green, \$1.25 to \$2; Baldwin, \$1.50 to \$2.50; Northern Spy, \$1.50 to \$2.50; McIntosh, \$1.50 to \$2; Ben Davis, \$1.50 to \$2; Twenty One, \$1.50 to \$2.50; York Imperial, \$1.50 to \$2; Rome Beauty, \$1.50 to \$2; Black Twig, \$1.50 to \$2; Snow, \$1.50 to \$2; Wolf River, \$1.50 to \$2; Fall Pippin, \$1.50 to \$2; Wealthy, \$1.50 to \$2; Greening, \$1.50 to \$2.50.

Potatoes—Maine, 180 lbs., \$4.75 to \$5.25; Long Island, 180 lbs., \$5.50 to \$6.

Poultry, Dressed—Turkeys—Spring 50 to 55c; old hens, 48c; old toms, 45c; Western, per lb. 43 to 48c. Chickens—40 to 45c. Fowls—25 to 35c. Ducks—40c. Geese—Choice, 40c; poor to fair, 35 to 38c. Squabs—Large, white, doz. \$4.10 to \$5; dark, 2.50 to \$3; culls, \$1.50 to \$2. Rabbits—Pair, Cottontail, 50 to 60c.

Poultry, Live—Spring Chickens—Average, 21c; poor, 20c. Fowls—Heavy, 25c; medium, 22 to 23c; light, 20 to 21c. Turkeys—40c. Ducks—32c. Geese—30c. Pigeons—Per pair 50c. Guinea—Old, per pair, 70c; young, \$1.

## LIVE STOCK MARKET

Beaves—Steers sold at \$9.50 to \$15.65 per 100 lbs.; bulls, \$6.75 to \$11.25; cows, \$3.50 to \$9.25. Dressed beef 16 to 21c for native sides.

Calves—Common to prime veals sold at \$16 to \$22 per 100 lbs; culls, \$12 to \$15.50; little calves, \$10 to \$13; fat calves, \$8.25 to \$10; grassers, \$4.50 to \$5; yearlings, \$5 to \$7; city dressed veals 24 to 33c; country dressed, 21 to 29c.

Sheep—Common to prime sheep, \$5 to \$9 per 100 lbs.; culls, \$3 to \$4.50; yearlings, \$10 to \$15.50; common to prime lambs, \$12 to \$15; culls, \$4 to \$6. Dressed mutton 19 to 26c; dressed lambs 20 to 25c; dressed hothouse lambs 12 per carcass.

Hogs—Light to medium weight hogs sold at \$14.50 to \$14.75 per 100 lbs.; pigs, \$14.50; roughs, \$12; boars, \$7. Country dressed pork, 21 to 25c; roasting pigs, 25 to 31c.

## REDS CUT LINES OF THE JAPANESE RAILROADS, IS CLAIM

Tokio, Nov. 26.—A dispatch from Harbin, Manchuria, dated November 3, says that the Bolsheviks have cut the railway between Harbin and Olanok stations, thus severing communication on the trans-Siberian railroad between Chita and Harbin.

It is reported from Nikolai that the Bolsheviks fired on a train that was proceeding toward Habarovsk, while it was standing on a siding about 600 yards from Vladivostok. The first six cars reached Vladivostok and the other five cars were derailed and fell over an embankment.

A trainload of Japanese soldiers was sent to the rescue. They dispersed the Reds and returned with many wounded passengers. Fourteen Siberians were killed by the Bolsheviks. Urgent measures are being taken to clear the line and restore traffic.

## BILL WRITES HOME TO CHIEF GUILTY

Springfield, Mass., Nov. 26.—Chief of Police W. J. Quilty today received a letter purporting to be from the escaped Wyoming Penitentiary convict, Bill Carlisle. The letter read: "Dear Chief, Just a line to let you know I've arrived. How's the hunt? cant stop for answer. With much love to myself. Bill Carlisle former convict 2883."

The letter was mailed in this city last night. The police believe that while the letter may not have been written by Carlisle, it may have been by the same person who is sending other similar letters to the authorities.

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## CONGRESS FACES GREAT PROBLEM FOR NEXT YEAR

It is a peculiar situation when nine tenths of the United States senators claim to desire the formation of a League of Nations, yet all propositions looking to the establishment of such a league have been voted down by large majorities. The great majority of the American people want some form of international relation to prevent war, and they won't be satisfied until some such association is framed.

It must unite with its recent allies and make up for a great deal of time lost and frittered away in the past.

It is also most unfortunate that although it is nearly 13 months since the armistice was signed, practically nothing has been done in the way of some positive and conservative steps, recognition in the United States. It is now up to the government to take to make sure that Germany does not wriggle out of the peace terms, and that she does not interfere with the development of the peoples she has recently held in bondage.

And Congress faces a year's work of the greatest difficulty in creating new legislation to meet exigencies at home. The railroads have to be placed on a sound basis, the cost of living problem tackled in earnest, labor and capital harmonized, anarchy and propaganda dealt with, and many other problems faced.

No one can predict the future of Germany, Russia, and Austria-Hungary. No dependence can be placed on them for help in reorganizing the economic and social structure on a sound basis.

Japan is an unknown quantity. The world's future depends upon the sane, orderly democracies, and mostly on the United States, England, France and Italy. If these powers stand together, they can steer the world through this storm. If they fall apart, anything may happen.

## Old English Hotel Is Offered For Sale

Southwell, Eng., Nov. 26.—The famous Swan's Head Inn here, in which many American tourists have found entertainment, is to be sold at auction. Its history as a hotel runs back through five hundred years.

In its early days the house was called the "King's Arms." King Charles, the First, stayed at the inn during the Civil Wars. Charles surrendered himself to the Scottish Commissioners on May 6, 1646, in the coffee room. The bedroom which that monarch used is still well preserved. Other English kings also stopped at the ancient hotel.

## Yankee Whiskey Has Scared Irish Distillers

Dublin, Nov. 26.—(By The Associated Press).—The importation of many thousands of gallons of whiskey from America, as a result of prohibition in the United States, has caused alarm in the Irish distilling trade.

War restrictions have greatly hampered the Irish trade. The distillers were prevented in the 1916-17 season from making the usual quantity of whiskey. Next year they were closed down altogether, and even in the present year were only permitted to make a reduced supply. The prices, of course, went up. Distillers' shares advanced in the Stock Exchange.

The American whiskey can easily be sold at a lower price than the Irish article, and it is being freely taken up by the Irish retailers. One provincial border is said to have paid nearly \$200,000 in duty on his consignment. What the distillers are most afraid of is that the American spirit may be blended or "faked-up" and sold as Irish or Highland Whiskey.

One interesting fact stated in the Dublin papers is that at present no American whiskey is sold in Dublin as such.

## BRITISH SERGEANT ALMOST TOTALLY DISABLED HAPPY

London, Nov. 26.—Sergeant Nicholas, of the Durham Light Infantry, who is blind, has lost his hands and two ribs, and through a mistake of a friend received several hundred minute wounds in an accident at the front, recently received a sermon on "How to attain happiness." He said he was determined to live and had not yet had a fit of depression since his misfortune. He found happiness in trying to help others less fortunate than himself.

## STEEL MILLS FULL OF NEW WORKERS

Pittsburgh, Nov. 25.—Defections among steel